

THE PUBLIC SERVICE.

Office seeking is becoming prevalent and from the symptoms now manifesting themselves there is danger of the disease breaking out in Oregon. It is a grand mistake for every one who imagines himself qualified to fill an office to be speaking political preferment. There are not offices enough to go round and if there were, there would not be enough left in the private walks of life to support them. We have altogether too many sinecure positions and too much red tape in official circles. The emoluments, perquisites and stealings in official position are altogether too large, the salaries are too high for the amount of work required. Abolish sinecure and needless offices, reduce the salaries of the public service to an equality with the wages paid by private enterprise for like amount of services and it will work a radical cure to the mania for office which manifests itself in both the political parties through out the United States and will be more effective in purifying the public service than all the civil service bills. Congress can pass from now until dooms-day. There is not or should not be anything so intricate in governmental offices but what all intelligent people can understand and administer them. There is no reason why one citizen should not as well fill a public place as another and we find no fault with any person who is qualified and can get there in filling a public office providing he does so honestly and economically. One great argument by some who are anxious to pull others down in order to make place for themselves that an aspirant should wait until the people call them. At the same time schemers will have their strikes out working popularity for them when the petition, letters of recommendation etc. have been sent to the appointing power and the commission arrives they are perfectly surprised to think that they should have been named for such a position but under the circumstances they look upon it as a duty to accept and are straightway installed in the office. None but they and their hired agents have the least idea the amount of money it cost them to secure the place. Often at a price ruinous to their private fortunes do they secure the coveted place. And not unfrequently to recuperate their failing fortunes do they resort to dishonest practices that leaves them in ruin and the public service in disgrace. This can only be remedied by placing the public services on a par with private enterprise.

A CHANGE NEEDED.

A change is needed in the proceedings before the Circuit Court. Especially is this so in reference to the empanelling of the Grand Jury. And the setting of causes for trial. Under our present law litigants are required to be ready with their witnesses from the first day of court until they can get a hearing. Even should their cause be crowded to the last day or go over for the term for want of time. This not unfrequently entails needless and numerous expenses upon litigants and amounts to an absolute denial of justice. It is inconvenient for the attorney and also for the court and not unfrequently results in confusion and a waste of time. If a law day could be arranged in advance of the term to settle issues at which time the Grand Jury could be summoned and do their work causes could be set down for trial at a day certain witnesses could be summoned for the day of trial and would not be compelled to wait for a week at a time at great inconvenience to themselves and rumors cost to the litigants. The counties would save thousands of dollars each year by such an arrangement the time for the meetings of the court in the various counties can be so arranged if some of our wise legislators give their attention to the subject and introduce the proper bill. Other states have this arrangement it is found to work well. If the people stir up their representatives to a sense of duty on this subject we can have the change in our statute the coming session of the legislature.

Don't Look Like a Wreck.

"When a man is going down hill everybody is ready to give him a kick." Yes that is so. It is sad, but natural. Why, many a man and woman, seeking employment, would have got it if their hair hadn't been so thin and gray. One bottle of Parker's Hair Balsam is than the best investment. It stops falling hair, promotes new growth and restores her color. Clean, highly perfumed, not a dye. A great improvement over any similar preparation and sold at the low price of 50 cents.

A Trip to the East.

A trip across the plains lacks the novelty and excitement it possessed in the days of the pioneers, yet it is full of interest, especially to an old Oregonian who has not been east of the Rocky Mountains for more than thirty-one years, and a short sketch of it may entertain your readers. We left the city of Portland on the 20th of May last, by the Northern Pacific railway for St. Paul. This route has been so often described that it is familiar to nearly every one on this Coast, but it must be passed over to be appreciated. The canyons of the Columbia river, the plains of eastern Washington, the crossing of the Rocky Mountains, the broad prairies of Montana and Dakota, the "Bad Lands" and the farms of Minnesota present a variety of grand and beautiful scenery which the eye never wears in gazing on. We see also the building of new empires in a country that but a few years since was an almost unknown wilderness. The home of the buffalo is already covered with cattle ranches and in place of the savage Indian the hardy settler is plowing the soil for the reception of grain, while trains of cars are continuously pouring their loads of emigrants upon the vacant lands on both sides of mountains. The climate in Montana and Dakota is very severe, the mercury in the thermometer having frozen last winter. The settlers however say that it is a dry cold that one soon gets used to and are as proud of their country as those in more favored climes. On time to a minute, we arrived at St. Paul in just four days from Portland after a very delightful trip. It is but just to say that although the fare is too much the Northern Pacific is one of the most comfortable roads that it was our fortune to travel on. The road bed is first class, the cars well equipped and the officers attentive and courteous, while the sleeping and dining cars attached to each train give all the comforts of a home.

A stoppage of a few hours furnished the opportunity of seeing St. Paul and our sister city, Minneapolis. These two cities are a marvel even in this country of rapid development. Though still in their teens they each claim nearly one hundred thousand population. When united, as they finally will be, if the present state of increase continues, the city may reach the magnitude of its ambition, a rival of Chicago. The business houses are large and handsome and the private dwellings display good taste in their construction. The latter are mostly built in the Queen Anne style and in the matter of paint are wonderful to behold. The walls and roofs are painted in squares with all the different tints which colors are capable of producing. We noticed one aesthetic gentleman had filled his neighbors with envy by painting the walls of his costly residence a bright red and the roof sky-blue. A night trip through the state of Wisconsin brought us to the far famed city of Chicago on Sunday morning. As our train did not leave until night we took a cab at a dollar an hour and had a hasty view of the principal objects of interest. The citizens of Chicago have by their energy and liberality fairly earned the reputation the City bears in the commercial world. It is favorably located, well laid out, well built, and is one of the most beautiful cities in the Union. Another night ride brought us through Indiana and we arrived at the Queen City of the West, the home of our early years. We stopped here but one day to greet a brother after an absence of thirty-two years, and hurried on to Washington City by the Baltimore and Ohio railway. As one goes east the speed of the trains increases and in crossing the Alleghenies by this route, it is so great that you keep your seat with difficulty. A few days stay in Washington enabled us to appreciate the immense improvements that have been made since our last visit. Washington City is to-day the handsomest city in the United States. Its fine streets bordered by shade trees, its handsome parks with their statues and its magnificent public buildings make it worthy to be the capital of this Great Republic. Upon my arrival the Supreme Court had adjourned, but Congress was still in session. My first visit to the gallery of the Senate was made while the Mexican pension bill was pending. It had passed the House by such an overwhelming majority that Republicans dare not vote directly against it, but passed it loaded with amendments to which they knew the House would never agree. It is one of the insupportable ways of politics that a bill of so much merit should be made a political question, but such it was. We had the pleasure of meeting the Oregon delegation, who tendered the usual courtesies to one of their constituents. We also met several other members to whom we had letters or were acquainted. There are several Oregonians residents of the City among

whom we met Judge W. W. Upton, Second Comptroller; Henry H. Gilfray, a clerk in the Senate; ex-Senator Mitchell, who is practicing before the Supreme Court, and others. The last of May we left the City for West Point not stopping at New York city but taking the West Shore road directly to the Academy, and soon after our arrival entered upon the duties that called us there.

The Board of Visitors was composed as follows; appointed by the President of the United States: Gen. F. M. Palfry, Massachusetts; L. F. Mosher, Oregon; Col. Henry Raymond, West Virginia; George E. Waring, Jr., Rhode Island; Geo. W. Houk, Ohio; Gen. Daniel Ruggles, Virginia; and B. Gratz Brown, Missouri. Appointed by the President of the Senate: Hon. Omar D. Conger, Michigan and Hon. Richard Coke, Texas. Appointed by the Speaker of the House of Representatives: Hon. W. S. Rosecrans, California; Hon. Lewis Beach, New York and Hon. Charles R. Skinner, N. Y. The Board organized by the election of Gen. Rosecrans president and Geo. E. Manning, Jr., secretary. Nearly three weeks were occupied in making a thorough examination into the actual condition of the Academy and the result embodied in a report to the Secretary of War which has been lately published. The Board found the general condition of the Academy and its belongings highly satisfactory and its administration all that could be desired. The examinations both in the Academy and in the field were especially interesting. In the Academy, by the demonstrations of abstruse scientific problems and their intelligent answers in other branches, the cadets exhibited a thorough knowledge of the studies through which they had passed, while in the infantry, cavalry and light artillery drill, practice with siege guns and mortars, pontoon and spar bridge building and in every branch of the duty of a soldier they acquitted themselves with the skill of veterans and the intelligence of educated men. Their skill in the riding school would astonish even a Pacific Coast man. Mounting and dismounting a bare-backed horse at full gallop, taking the saber and revolver from the ground while in motion were some of the feats performed by the whole class with apparent ease. The moral education of the cadets is not neglected and the strictest sense of honor and fidelity to trusts are always inculcated. They are not allowed the use of liquor or tobacco and the young men graduate healthy and vigorous mentally, morally and physically. The graduating exercises were conducted on a platform in front of the Academy upon which were seated President Arthur, the Secretary of War, Lincoln, the General of the Army, Sheridan, the Board of Visitors, General Crook and the graduating class. The address of the Board was delivered by Hon. G. W. Houk, Gen. Crook the address to the graduates, and the President of the United States delivered the diplomas with a short speech containing much good advice.

The Board were not so much engaged with their official duties as to be unable to accept the many courtesies extended to them by the officers on duty at the Academy, one of the most pleasant of which was the dinner of the Graduates Association. It is the custom of the graduates, or as many as can conveniently do so, to meet at the annual examinations to renew their school-boy days and their acquaintance with each other. On this occasion Gen. Hancock was present and many gray haired veterans, some of whom had served from the Seminoles war to the "late unpleasantness." It was here we met Prof. H. L. Kendrick for the first time since serving with him in Puebla, Mexico, in 1847.

The business at West Point being completed we took the steamer Mary Powell for New York city. The beautiful panorama of the classic Hudson was never exhibited at a better advantage than on this glorious June day and was of itself a sight worth crossing the continent to see. Several days were spent in the wilderness of the City, but the weather was getting uncomfortably hot and as we could not afford the luxury of a season at Long Branch we turned westward and in a short time were again in Cincinnati. This city has outgrown the most sanguine expectations of her pioneer citizens. Thirty years ago the business houses were crowded near the river by which the trade was principally carried on, but the railroads have changed all that, the steamboat landing is now comparatively deserted while the stores and machine shops have forced the dwellings of the citizens onto the surrounding hills. The former villages of Cincinnati and Newport are now a respectably sized and well managed city and each other. The City has not only increased in material prosperity but by its culture of art has established a reputation second to none in America. In this vicinity in the society of re-

latives and school-mates, who had lost none of their ancient hospitality, we passed a delightful summer. Of course we attended the great Democratic Convention at Chicago and took a lively interest in the October election in Ohio. We attended the great mass meeting at Music Hall which was addressed by Vice President Hendricks, Bayard, Pendleton and Gen. Rosecrans, heard Carl Shurtz, saw the magnificent J. G. Blaine and witnessed the bull dogging by negro deputy U. S. marshals for which Lot Wright has lately been impeached in the House of Representatives. We also attended the Exposition and the Kentucky races.

On the 19th of October we left for St. Louis by the Ohio and Mississippi road and made the entire distance in ten hours. There had been an excessive drought in southern Indiana and Illinois during the summer and along the entire route the streams were dry, the ground parched and the crops almost an entire failure. From St. Louis we took the Missouri Pacific to Kansas City. Western Missouri contains the finest body of agricultural land we saw in all our travels. It is sufficiently undulating for beauty and health and its rich soil seems inexhaustible. Many of the early settlers of Oregon came from this section of the country, but why they left such a favored land has been a wonder to us ever since we saw it. A stop of ten hours enabled us to prospect Kansas City. It is situated upon a bluff above the railroad depot and consists of a thousand hills, more or less, with streets running in every direction but is a business place and is rapidly increasing in population.

From Kansas City we took the Atchison Topeka and Santa Fe route to Denver on the southern Pacific. The road through the fertile prairies of Kansas is extremely monotonous. There is not a tree nor an elevation larger than a gopher hill on the whole route so that it is not surprising that the first view of the blue summits of the Rocky mountains caused a thrill of pleasure that only a person who has lived for years among nature's primeval monuments can fully appreciate. Upon approaching the mountains the road deflects to the left along their base through Santa Fe and Albuquerque in fact follows what is called the old Santa Fe trail from St. Louis to San Diego on the Pacific. Falls we passed over an substantially the same route taken by Gen. Jos. Lane and his small escort in the winter of 1848 when coming as the first governor to organize the territory of Oregon. The road from western Kansas passes through the cattle country where the Cow-boy rules supreme and in his festive moments "holds up" a town till the whiskey is all gone. The statistics in such cases made and provided to the contrary notwithstanding these are however an improvement on the Navajos and Apaches and will soon be brought into a proper respect for the law. We arrived in Denver on the Southern Pacific in a drizzling rain which accompanied us all day. We dined at Tucson and arrived at Maricopa at 7 P. M. Here we were met by Charles L. Mosher, who had come with a carriage to meet us. The next morning as we started for Phoenix the sun kissed land, as Arizona is called by its residents was shrouded in a regular Oregon mist which however soon disappeared and the sun thereafter maintained its supremacy. The Salt River valley of which Phoenix is the center is a wonder. It was only seven years, as we informed, since the first irrigating ditch was constructed from Salt River now the area covered by the different ditches is a paradise in appearance surrounded by groves of cotton wood and brilliantly green with growing crops of alfalfa. Phoenix which at that time was a mere cluster of adobe huts is now a handsome thriving town which registered more than two hundred voters at the last election. A new canal nearly completed will bring under cultivation about one hundred thousand additional acres all of which are destined to make this valley the agricultural portion of the state and in a few years its Capitol. There are many objects of interest in this section of which we would like to write, its ancient irrigating canal and ruins, its mines and its resources but we have already occupied too much space and must hasten on. After a pleasant visit of ten days we returned to Maricopa a distance of thirty miles and again took the train. We passed through Yuma, the desert, Bernardino, Los Angeles and the dreary route through Antelope and San Joaquin Valley to San Francisco where we arrived on election day.

A pleasant visit with old acquaintances including a visit to Gen. Pope and the President together with three nights rejoicing by the citizens over the election of Cleveland and Hendricks fully occupied the time until we left on the Queen of the Pacific for Oregon. Our voyage was pleasant the weather being good and in three days we were looking upon the old landmarks Mts. Rainier St. Helens and Hood. An evening with old acquaintances in Portland and on the 15th of November we arrived "Home" in the Umpqua Valley the best section on Uncle Sam's farm.

In the construction of the Washington monument no serious accident has occurred. A workman by the name of Williams, however, had a close call, falling ten feet on the upper scaffolding; he caught on a nail and was saved the trouble of falling 480 feet. RECENT statistics give Greece six miles of railway. About half as much as in the streets of Portland.

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